

COAL DUST, NOT GAS STATE MINE INSPECTOR REPORTS ON DAWSON DISASTER CAUSE OF EXPLOSION

DAWSON, N. M., Nov. 4.—Coal dust was the predominant cause in the explosion that wrecked the mine number two of the Stag Canyon Fuel company here Oct. 22, and resulted in the death of 263 men, according to a statement issued today by Ross H. Beddow, state mining inspector. It has not been determined what ignited the dust.

The statement declared that gas played very little, if any, part in the explosion; that a week before the explosion he had taken samples of air, which were analyzed by the United States bureau of mines at Pittsburgh, and showed only 19-100 of one percent of methane. This, the inspector points out, is very low for a mine of that character. He says that in the last ten days experts have been searching for gas, but have not found enough anywhere in the mine to show in a safety lamp test.

Inspector Beddow's statement follows:

"Gas played very little part in the explosion of the Dawson mine. The mine is a coal seam, and the gas is not in the state. There was from 150,000 to 180,000 cubic feet of air traveling through the mine per minute. This air was divided into many splits, going into all parts of the mine, thus preventing any accumulation of gas. For the past ten days many of the best gas experts and mining men of the country have been examining the mine and hunting for gas, but not enough has been found anywhere to show up in a safety lamp test.

"A week previous to the explosion I took samples of the main return air and had it analyzed by the United States bureau of mines at Pittsburgh, Pa. The analysis showed only 19-100 of one percent of methane, C. H. 4, which is very low for a mine of this character.

"Coal dust was the predominant cause of the explosion. It was distributed throughout all the mine and is the most serious and difficult problem the coal operators have to contend with in operating their mines. What stirred up and ignited the coal dust has not been determined up to the present time. This may be revealed later on, when some of the rooms and pillars which are now inaccessible have been reached by the further investigation will be made."

TO ARBITRATE THE COLORADO MATTER

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As represented by the state of Colorado.

Secretary Lane's Statement.

Following is secretary Lane's letter: "Dear Mr. Field: I have your letter of October 18 and beg to advise that your selection of my statement is also mine. The contention is made by many of your people that the diversion of water from the upper reaches of the Rio Grande would not seriously affect the flow in the lower Rio Grande and the ability of the United States to comply with the obligations which it has undertaken on the Elephant Butte project. I am extremely anxious to discover what the effect is, not only to the Rio Grande, but as to the Colorado.

"As you know, there are pending many applications for the rights of way, some of which have been pending for years."

ing many years and some of which have been adversely acted upon by this department. We have also on file some of the very recent data, protection against any excess of power lodged in the secretary which can endanger the water supply of irrigation projects on the lower reaches of these rivers.

The Proposed Suit.

"I have been asked from time to time by various representatives of Colorado's interests to secure the bringing of a suit by which the right of Colorado to the exclusive use of her waters be determined. From my talks with you and others familiar with irrigation I have thought it might be necessary to have such a suit if the facts were as you thought were. Therefore, I suggested that we cooperatively endeavor to get the facts, not as hostile parties, but as men desirous of serving wisely the interests of all concerned.

"I am prepared to appoint one member of a commission if you or the governor will appoint another, and these two can select a third, this commission to make an examination into the matter and report to the governor and myself, the expense to be divided between us.

Advisory Capacity.

"I had thought that such commission would take up individual applications for rights of way. Possibly, however, after their report has been made they could be used in some advisory capacity as well.

"My whole thought is this: You have one theory as to the effect upon the reclamation projects of the diversion of water from the Rio Grande and the Colorado rivers, which theory is based upon your experience as to the Platte; the reclamation service has another theory. Cannot we, like sensible men, find out who is correct, or to what extent one is justified in holding his theory?"

"Franklin K. Lane."

The Irrigation Committee of the Denver chamber of commerce considered the letter at a hurriedly called meeting. The committee, which is made up of concession as an entering wedge, does not deem the letter as providing a way out of the situation. The committee is determined, would be written to secretary Lane and an effort made to get him to agree to arbitrate the other issues.

Frank N. Briggs, chairman of the Irrigation committee of the chamber of commerce, said:

"The letter is not altogether satisfactory to the irrigation committee. The proposition we want decided is as to whether the interior department will comply with the plain provisions of the law in granting rights of way across government lands for private irrigation enterprises."

"After Elephant Butte Again."

"This letter apparently passes over the vital issues as claimed by us and takes up the extraneous question of sufficiency of the supply of water in the streams for government enterprises as well as private enterprises which we are seeking to protect."

"This state has been developed by private irrigation and not by the government in any instance except in the case of the Gunnison tunnel."

MEXICO AFFAIRS JUST STAMMERS

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tion can be expressed in general terms, the course being pursued is subject to change with the shifting of developments of each day and high officials admit that daily different phases of the situation crop up which make it impossible to predict even their own course far into the future.

LAST TRAIN FROM CHIHUAHUA COMING

Actual Fighting Expected To Be On Before Another Train Can Leave

City Is Surrounded.

The last chance, in all probability, for noncombatants to leave from Chihuahua before actual fighting begins, was presented Tuesday when a passenger train left the southern city for Juarez. It is not known how many refugees the train carries. Unless unforeseen delays occur, it will arrive in Juarez Wednesday evening.

No attack has yet been made on the city of Chihuahua and I do not expect that one will be made for a day or two, was the statement Tuesday morning of Gen. Francisco Castro, chief of arms in Juarez. The general said that he is in touch with Chihuahua by telegraph at all hours. Villa's rebels, he said, surrounded the city but have not precipitated an actual clash of arms.

Federal troops under the leadership of Gen. Menocal, Orozco and others have fortified the capital and apparently intend to resist Villa when he attempts to take the city.

A military train bearing 250 troops from Chihuahua is expected in Juarez Wednesday according to Gen. Castro. These soldiers are returning to the border after a trip of inspection along the National lines from Juarez to the capital.

SEVEN STATES ARE HOLDING ELECTIONS

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starts gathered at the starting point Tuesday morning. The first four cars to leave were forced to light their lamps at 8 o'clock before it had become light enough to dispense with artificial illumination. Timers W. T. Henson and Sam J. Galin were among the first to arrive. Starter Stevens appeared about 8:30. Robert Rinehart, chairman of the racing commission of the El Paso Automobile club, aided by the other El Paso members, Will Hand, Joe Buley, George LeBaron and G. A. Martin, supervised the preliminaries.

Nineteen cars, all told, answered the starting pistol. Two entrants, J. H. Jack's Roco from Bisbee, and H. N. Reno's Chadwick "W" from Douglas, dropped out of the race on account of mechanical troubles. A broken rear axle prevented the Roco from leaving and the Chadwick lays claim to a broken crank shaft. Both machines are in local garages and every effort was made to have them ready in time for the race.

Big Crowds Watch Start.

Despite the early hour set for starting, there were many persons on hand to see the first of the racers get away. Patrolmen were stationed at different points on Union avenue, the route taken by the speeders, and saw to it that the cars did not run fast enough to endanger life, although they did exceed the speed limit by many miles. Not a single accident in the city—or out of it, so far as is known—marked the inauguration of the big race.

Interest in the individual cars centered probably on the Stutz "death car" which killed Jack Forest ten days ago near Douglas. The machine has been in a repair shop for a week and mechanics have been working on it night and day. It was nipped and tuck to get it in shape in time for the race, but the finishing touches were put on and it was taken out for a trial spin Monday afternoon.

Bear Cat's Hard Luck.

Slipping away in second place, it took the Upon avenue hill like a bird. Half an hour later, motorcyclists who trailed along with the racers for several miles, returned to town and reported that a tire on the "Bear Cat" had been punctured by a nail and that trouble with the oil feed system had been encountered. An hour later the car was back in the shop and had been repaired and had overtaken car "A" near Lamar, N. M. At about midway between Deming and Lordsburg, the Bear Cat went past at 10:10, just behind Stockard and Church's Buick "16".

Excitement, probably, caused M. L. Miller driver of No. 7, a Buick "16", to lose his way at the west end of Upon avenue. Miller kept on the right course until he reached the Heights carline tracks, where they cross Upon. Instead of following them and going on to Lordsburg, Miller kept on top of Upon avenue, which runs into a canyon a block or two beyond the car tracks. Several precious minutes were lost before the driver discovered his mistake and made his way back to the right road.

W. J. Bar's Choice.

W. J. Bar's choice, judging from the "scent" it received when it left at 7 o'clock, with Billy Adolph at the wheel and Benny Rogers sitting beside him. This machine was numbered nine and made one of the prettiest starts of the day. Upon avenue was negotiated at nearly 25 miles an hour.

Depot's Mercer.

Nick Depot's Mercer was the 10th "boat" to weigh anchor and it moved off as smoothly as a gull. Eddie Steffell was driving and Terry Ward was mechanic. Many favorable comments on the appearance and "getaway" of this machine were made.

In strange contrast to the powerful lines of the big racing cars was the appearance of the Ford, which left at 8:10. The little car was in first class running order and was driven by C. D. Evans.

Real speed was not attempted by any of the racers until they had passed beyond the smelter settlement. Deputy sheriffs guarded the course outside the city limits and it is said that they had instructions to "shoot the tires off" any car that went too fast through the settlement.

Several early morning auto parties were organized to run up the road several miles and watch the racers as they went by. This was virtually the only chance local auto enthusiasts had to see real speed made.

At Canutillo Hill.

Lew Gasser and a bunch of enthusiasts stationed themselves at the top of Canutillo hill and checked the cars as they reached the top. The elapsed time from El Paso to the top of the hill for the various cars was as follows:

Number 1, 28 minutes; No. 2, 49 minutes; No. 3, 55 minutes; No. 4, 38 minutes; No. 5, 2:49; No. 6, 26 minutes; No. 7, 25 minutes; No. 8, 41 minutes; No. 9, 25 minutes; No. 10, 25 minutes; No. 11, 42 minutes; No. 12, 26 minutes; No. 13, 35 minutes; No. 14, 44 minutes; No. 15, 41 minutes; No. 16, 27 minutes; No. 17, 43 minutes; No. 18, 47 minutes; No. 19, 43 minutes; No. 20, 47 minutes; No. 21, 33 minutes.

Go To Races.

More than 20 El Pasoans will leave this afternoon for Phoenix in a special Pullman attached to the Golden States Limited. Among them are Bob Rinehart, C. Stevens and wife, G. A. Martin and wife, Will Hand and son, Charles W. Henson, Nick DePeder, A. E. Ryan, W. L. Jones, J. W. Stockard and wife, Mrs. John Hutchins, Miss Ida Pickett, Jack Eraso, Pete Wehner, R. W. Newton, A. S. Howard and A. W. Bittick. Capt. J. B. Gillette, of the Valentine, also made a reservation on the train.

OLDFIELD REPORTED KILLED.

Reports came from Phoenix this morning that Barney Oldfield had been killed in his Simplex, four miles this side of Yuma, in the Los Angeles-Phoenix race, but a long distance telephone message to general manager C. E. Stratton of the Tri-State Telephone company, from Yuma, said Oldfield had only hit a wagon and had gone on without serious injury to his car and with no injury to himself. Later, Phoenix also reported that Oldfield was

EL PASO RACE TO PHOENIX IS ON